

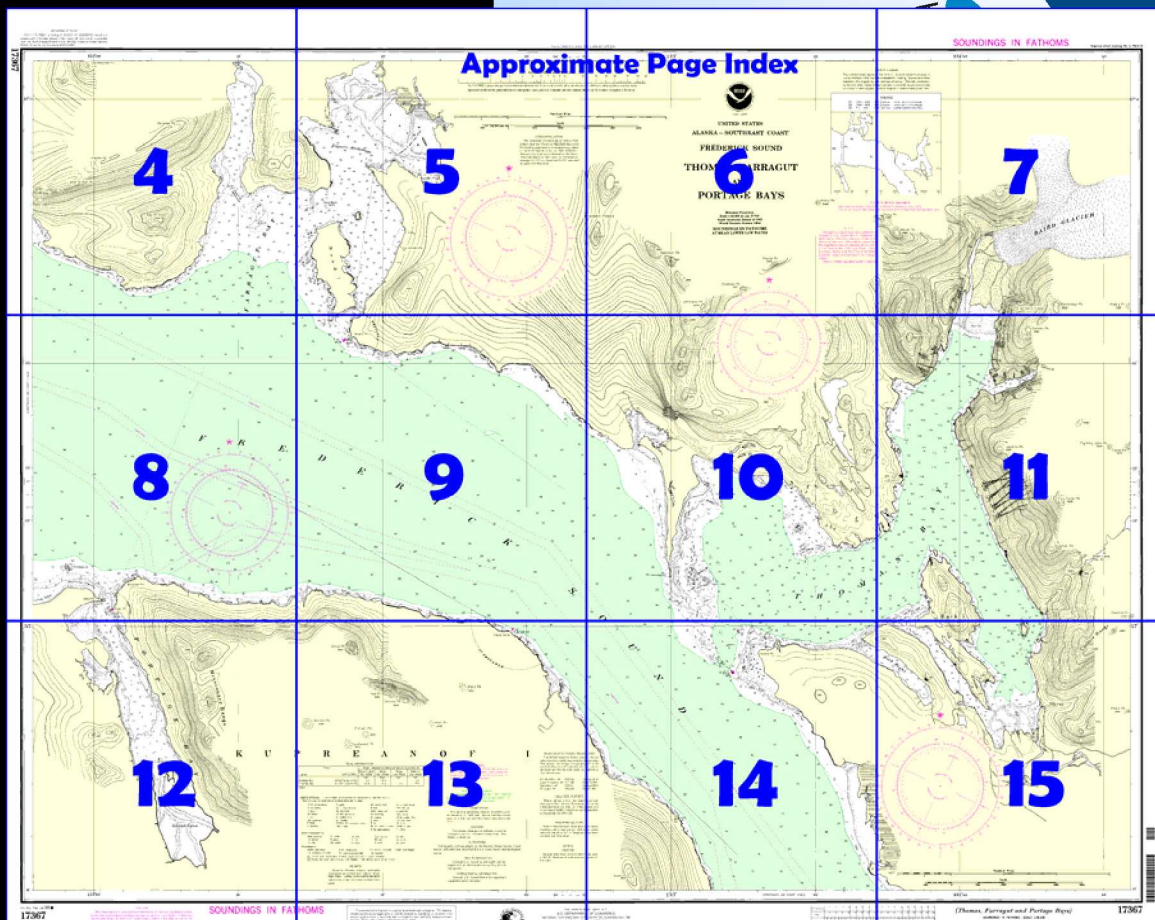
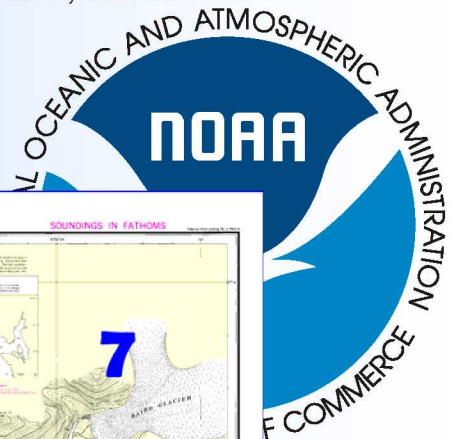
BookletChartTM

Frederick Sound – Thomas, Farrgut, and Portage Bays (NOAA Chart 17367)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 8 excerpts]

(2) **Frederick Sound** has its entrance from Chatham Strait between Kingsmill Point and Point Gardner and extends NE to The Brothers and Cape Fanshaw, at the entrance to Stephens Passage, and SE to Dry Strait, a high-water boat passage connecting it with the E end of Sumner Strait. The sound is open and clear of obstructions, and has few offshore dangers to navigation. The shores and islands of the sound are all high.

(19) **Point Agassiz** (56°55.4'N., 132°53.0'W.), on the SE side of Frederick Sound, is low and wooded. An extensive marsh flat extends about 2 miles to the N.

(20) **Beacon Point**, on the W shore, WNW of Point Agassiz and about 3.6 miles N of Sukoi Islets, is marked by a daybeacon.

(21) **Cape Strait** is marked by **Cape Strait Light** (56°59'53"N., 133°05'32"W.), 30 feet (9.1 m) above the water, shown from a skeleton tower with a red and white diamond-shaped daymark.

(23) **Thomas Bay**, about 3.6 miles E of Cape Strait, is the large estuary on the N side of Frederick Sound between Wood Point and Point Vandeput. The entrance, marked by buoys, is about 10 miles N of the N entrance to Wrangell Narrows and 22 miles ESE of Cape Fanshaw. Good anchorage with protection from SE weather can be had off the S shore well inside Wood Point. Very good small-craft anchorage can be had in either of two small coves on the E shore of Ruth Island in depths of 3 to 10 fathoms, soft bottom.

(24) Thomas Bay, from the bar to **Baird Glacier**, at its head, is about 10 miles long. The moraine of Baird Glacier was reported to have encroached to a point about 900 yards S of **Elephants Head** in 1976. On the SE side is an arm that extends S to the moraine of the **Patterson Glacier**. These glaciers do not discharge ice into the bay.

(25) **Wood Point**, the E point of the entrance to Thomas Bay, is low and wooded. A kelp-covered reef, largely bare, extends 0.6 mile off Wood Point. A lighted bell buoy and an unlighted buoy mark the W extremity of the reef.

(26) **Point Vandeput** is the S extremity of a low neck of land that extends 2.5 miles S from shore on the NW side of the entrance to the bay. A detached clump of trees is at the end of the wooded section of the point. A narrow channel, with a depth of 4 fathoms, separates the reef S of the point from a kelp-covered bar that extends 0.8 mile farther in a SE direction. A buoy marks the SE end of the bar. The 4-fathom channel should be used with local knowledge.

(27) The entrance channel between the bar and the reef W of Wood Point has depths of 4¾ to 14 fathoms.

(29) **Spurt Point**, in Thomas Bay, about 3.5 miles E of Point Vandeput, is steep and wooded.

(31) **Bock Bight**, about 1.8 miles E of Wood Point, is a narrow and deep bight. The entrance to the bight is bare nearly 2 hours before low water, forming a dam with deep water inside that overflows with great force except at slack water.

(32) **Ruth Island** is the large island on the W side of the entrance to the SE arm of the bay; close to its N end are a small islet and some low-water rocks. The NW entrance to the passage W of Ruth Island is shoal, but may be used by small vessels. A mooring buoy is about 400 feet W of the S tip of the island.

(33) **Spray Island** is on the E side of the SE arm E of the center of Ruth Island. A mooring buoy is about 0.25 mile SE of the island in about 56°59'51"N., 132°47'08"W.

(34) Anchorage for small boats may be had in 5 fathoms off the NW entrance of the passage between Ruth Island and the mainland. Anchorage for small vessels may be had in the bight E of Spray Island in 18 fathoms.

(35) **Scenery Cove**, in the N part of Thomas Bay, does not afford anchorage except for small craft. Large vessels can anchor at the entrance to the cove in 7 to 15 fathoms.

(36) **Farragut Bay** is the large indentation on the N side of Frederick Sound, about 8 miles NW of Cape Strait. The entrance, between Grand Point and Bay Point, is about 20 miles NW of the N entrance to Wrangell Narrows and 12 miles ESE of Cape Fanshaw.

(37) **Grand Point**, the E point at the entrance to Farragut Bay, is marked by **Grand Point Light** (57°05'28"N., 133°11'13"W.), 16 feet (4.9 m) above the water and shown on a pile with a red and white diamond-shaped daymark. The point is low and rocky at its end. **Bay Point**, the W point at the entrance, is bold and wooded.

(38) Farragut Bay has two arms. The W arm is smaller, and its entrance is obstructed near midchannel by a rock awash, and by a shoal that extends from the W shore. Vessels may enter by favoring the E shore. The E arm expands into a large bay known as **Francis Anchorage**. SE winds are reported to draw through the anchorage with velocities up to 60 mph. Small craft may find anchorage with adequate protection in close to the E shore, just N of the projecting point, in 4 to 5 fathoms.

Table of Selected Chart Notes

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
Dia diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Portage Bay	(57°00'N/133°19'W)	15.5	14.6	--	-5.0
Thomas Bay	(57°00'N/132°47'W)	15.4	14.5	1.5	-5.0

(1297)

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

CAUTION

Several rocks have been reported to be bare at MLLW. Mariners should exercise caution in this area.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.221" southward and 6.202" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:40,000 at Lat. 57°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

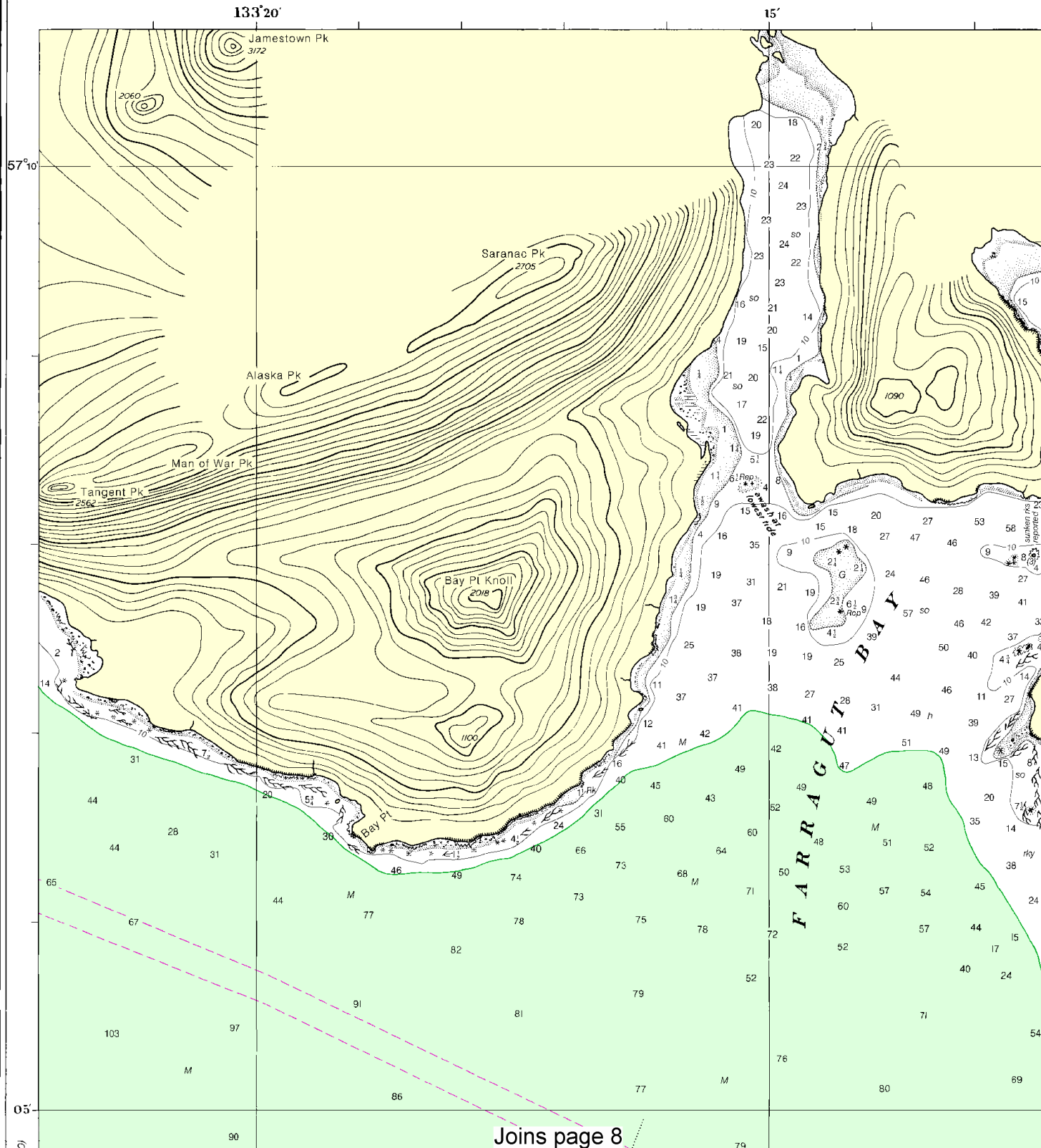
WIRE DRAGGED AREAS

The area tinted green was swept in 1917-1924 for previously undetected dangers to navigation. All dangers found are shown on this chart.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17367



4

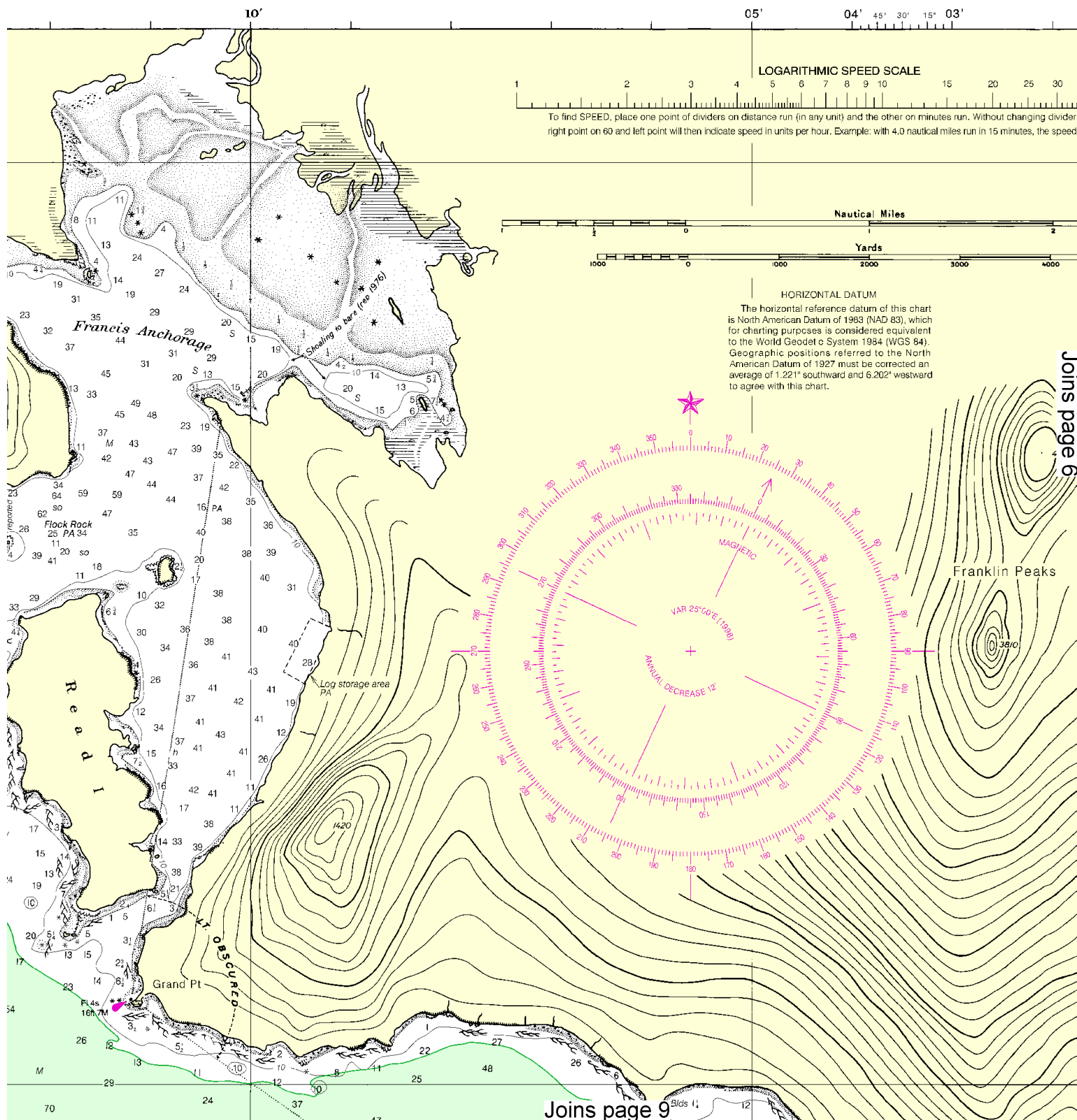


Printed at reduced scale.

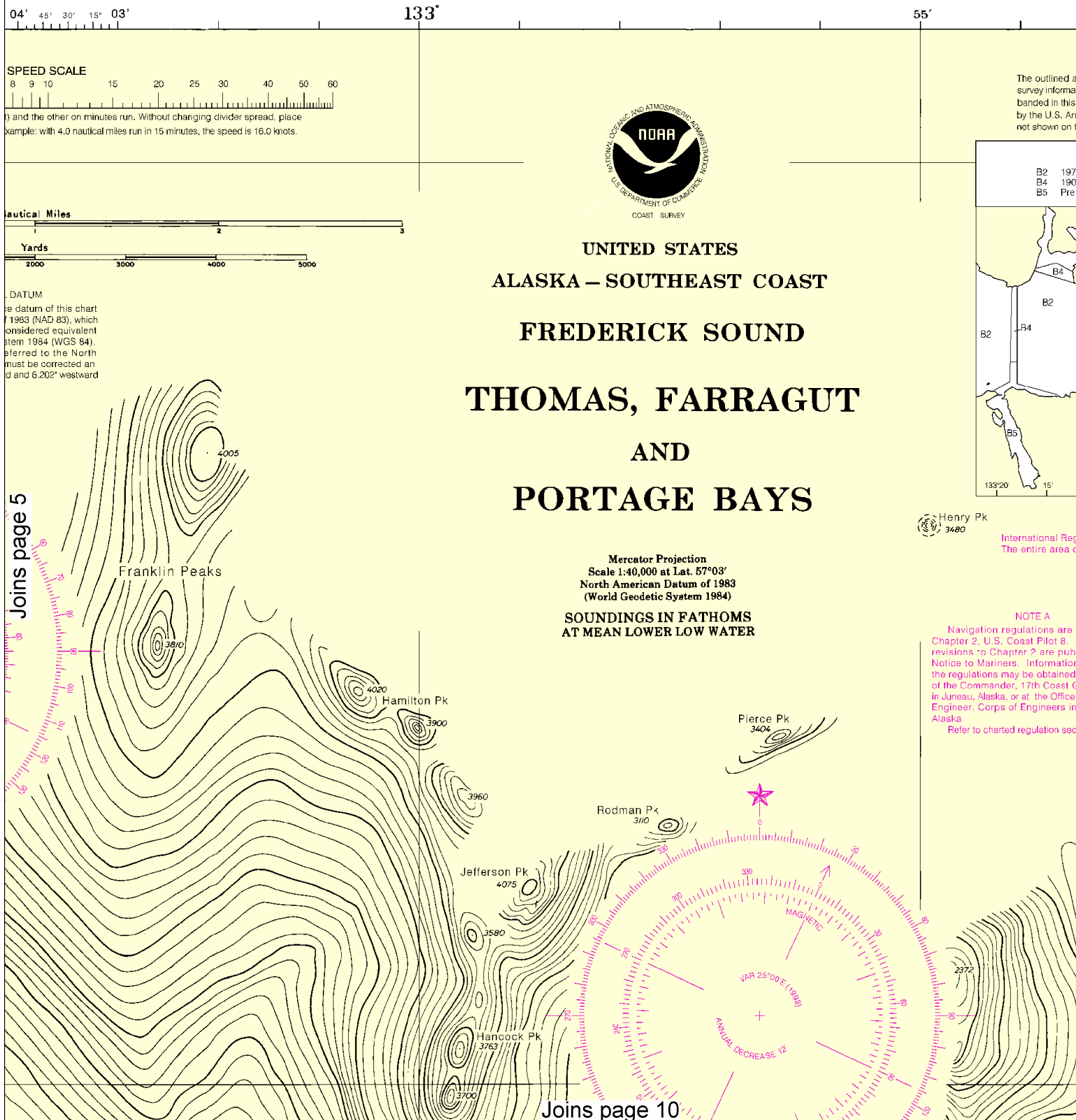
SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6



Printed at reduced scale.

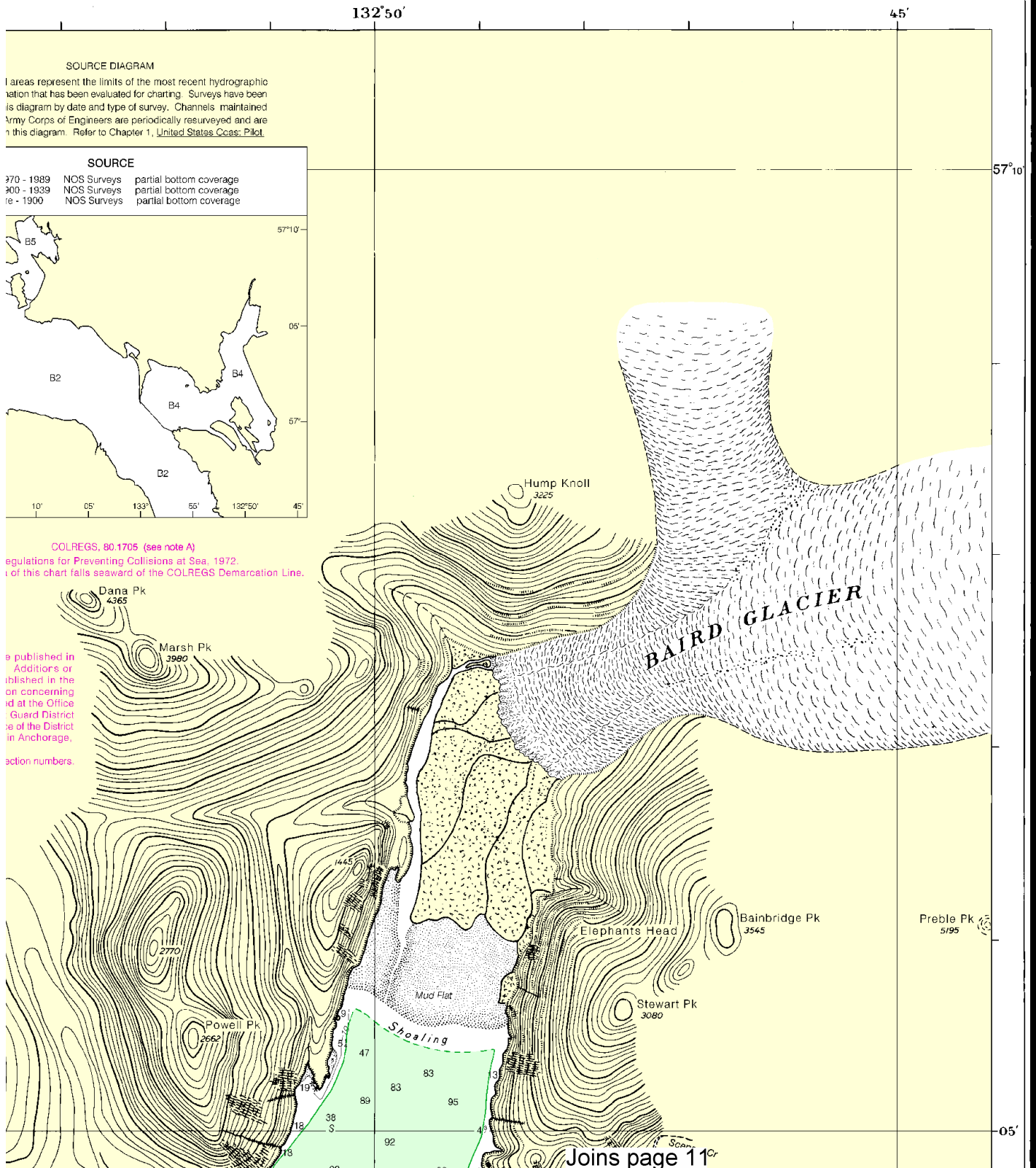
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 3, Panel Q



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4

F A R

(CONTINUED ON CHART 17360)

05'

03'

02'

57'

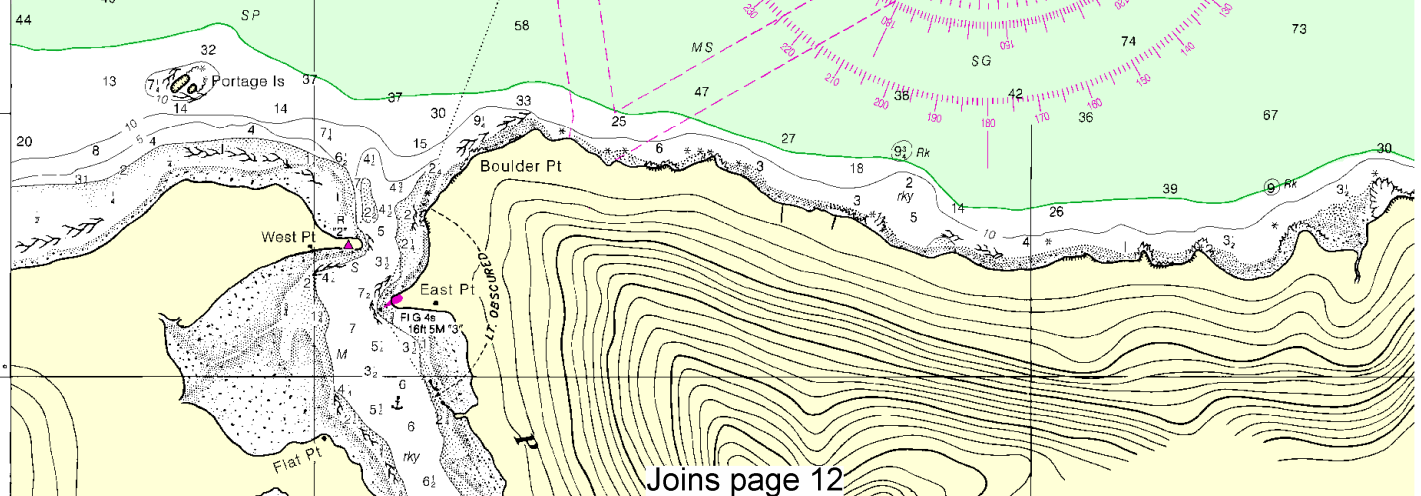
F R

E

VAR 25°00'E (1989)

ANNUAL DECREASE 1"

MAGNETIC



Joins page 12

8

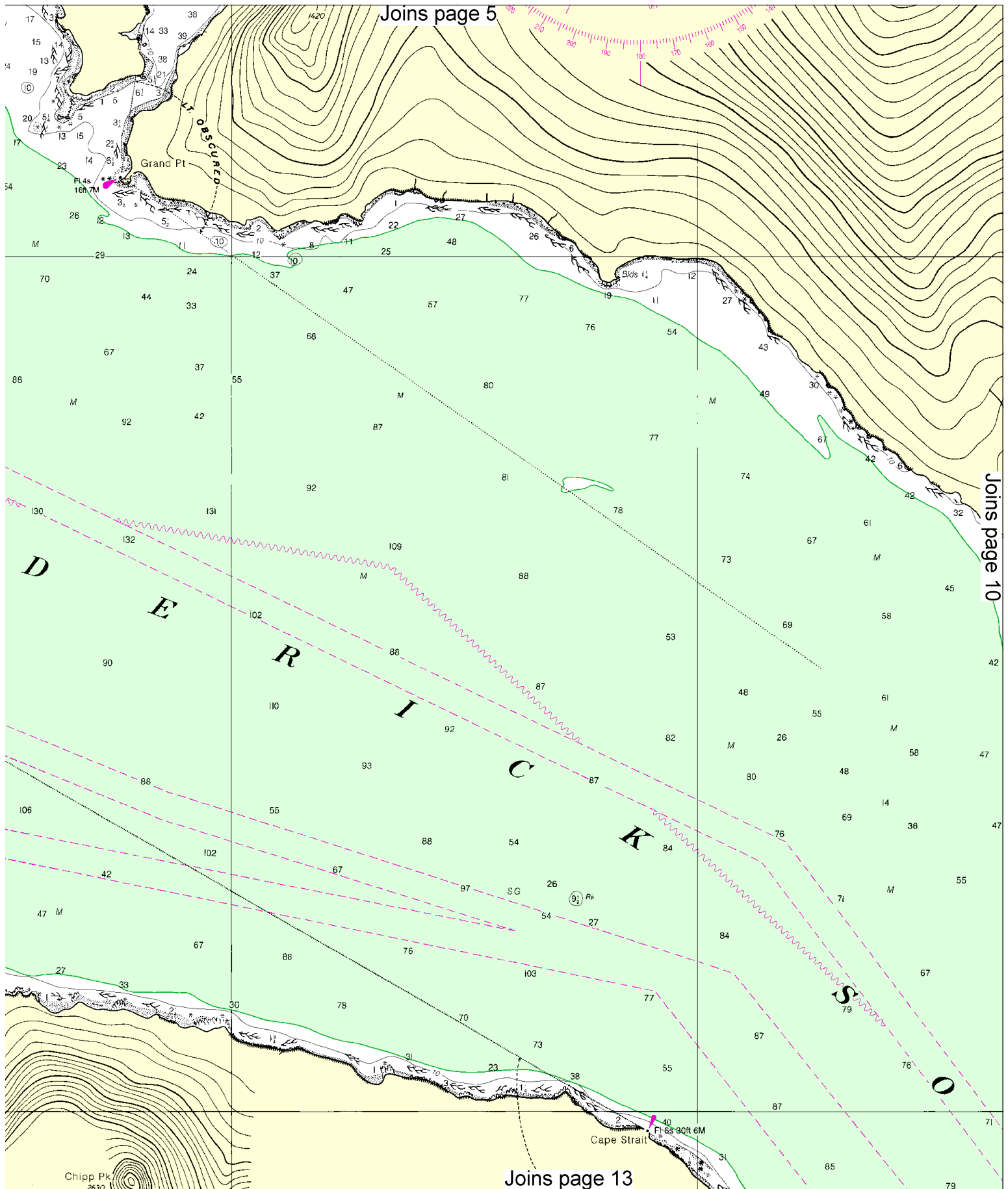


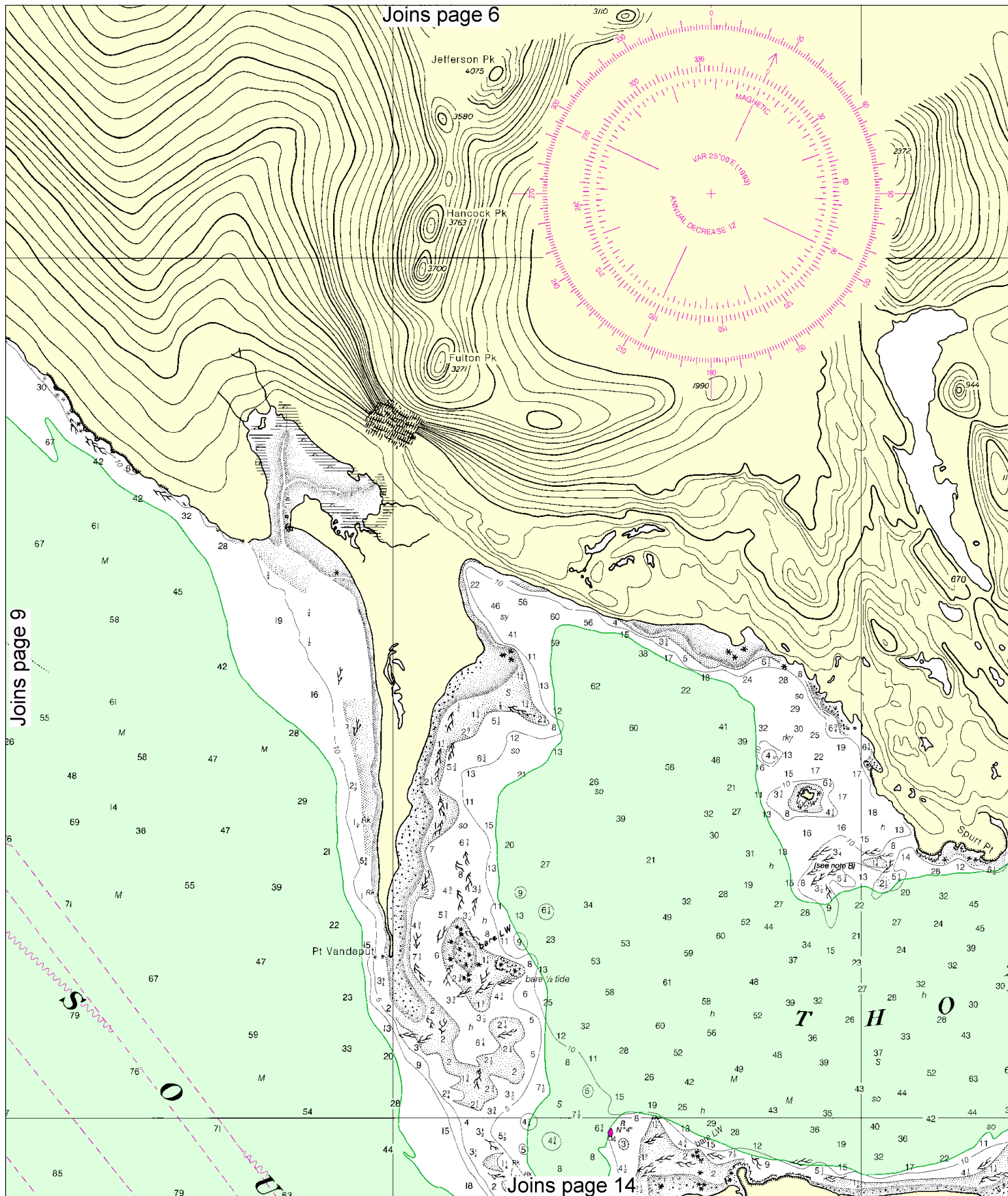
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.







10

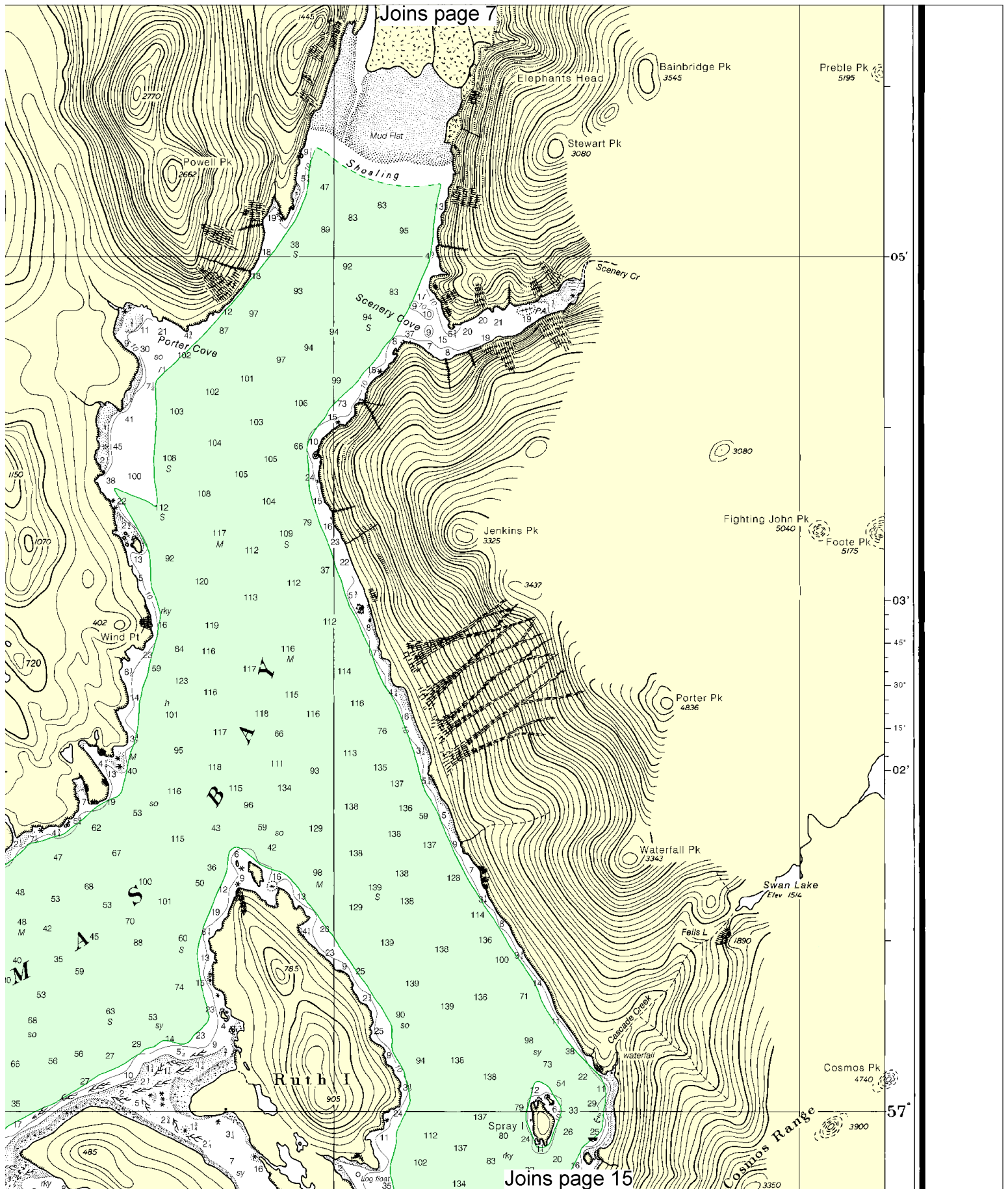


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





Joins page 8

57°

55'

133°20'

15'

11th Ed., Feb. 28/98

17367

CAUTION

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SOUNDINGS IN FATHOM

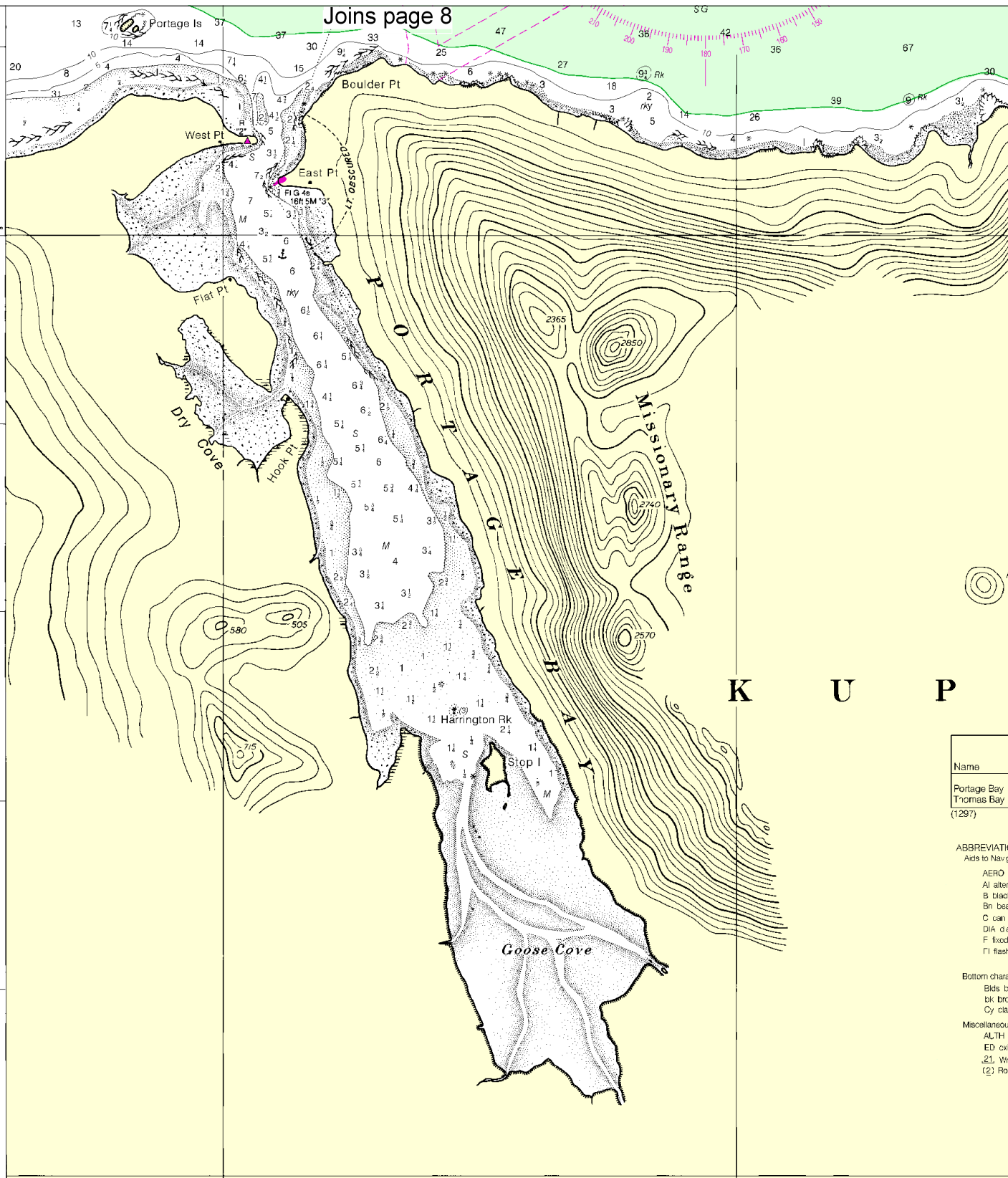
12



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Name

Portage Bay
Thomas Bay
(1297)

ABBREVIATIC
Aids to Navig

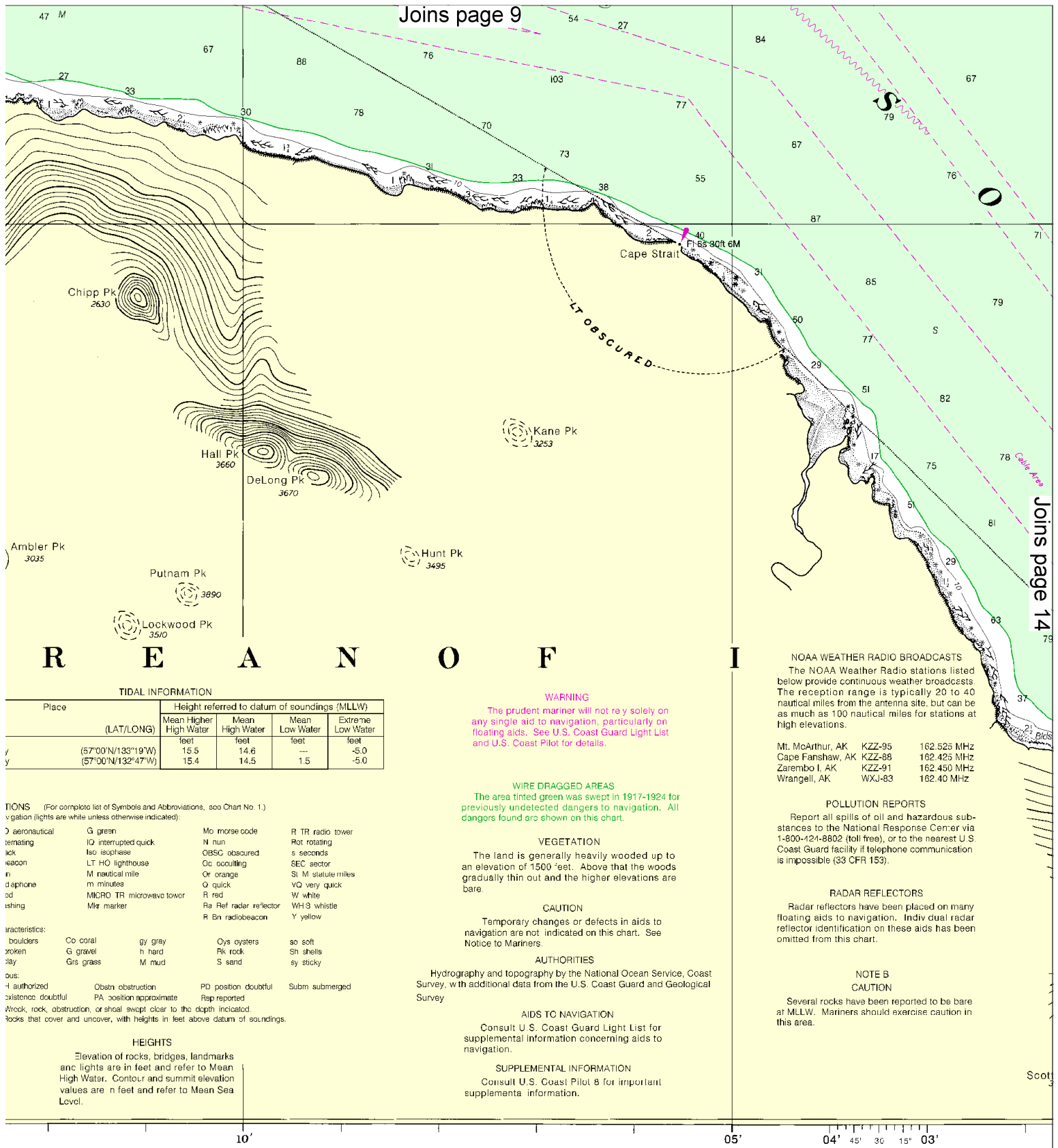
AERO e
Al alter
B black
Bn bea
C can
DIA daj
F fixed
FI flashi

Bottom chara

Blds bc
bk brot
Cy clay

Miscellaneous

ALTH e
ED oxis
21 Wrc
(2) Roc



Joins page 9

Joins page 14

TIDAL INFORMATION

Place	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	(57°00'N/133°19'W)	15.5	14.6	1.5	-5.0
	(57°00'N/132°47'W)	15.4	14.5	1.5	-5.0

NOTES (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Vegetation (lights are white unless otherwise indicated):

Green	Mo. Morse code	R. TR radio tower
Green	N. nun	Rot. rotating
Green	OBSC obscured	s. seconds
Green	OC occulting	SEC sector
Green	Or orange	SI. M. statute miles
Green	Q. quick	VO very quick
Green	R. red	W. white
Green	Ra. Ref. radar reflector	WHS whistle
Green	R. Bn. radiobeacon	Y. yellow

Co. coral	gy. gray	Oys. oysters	so. soft
G. gravel	h. hard	Rk. rock	Sh. shells
Grs. grass	M. mud	S. sand	sy. sticky

Obsn. obstruction	PD. position doubtful	Subm. submerged
PA. position approximate	Rsp. reported	

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

WIRE DRAGGED AREAS

The area tinted green was swept in 1917-1924 for previously undetected dangers to navigation. All dangers found are shown on this chart.

VEGETATION

The land is generally heavily wooded up to an elevation of 1500 feet. Above that the woods gradually thin out and the higher elevations are bare.

CAUTION

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

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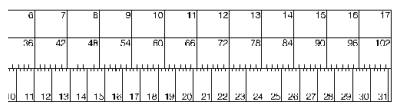
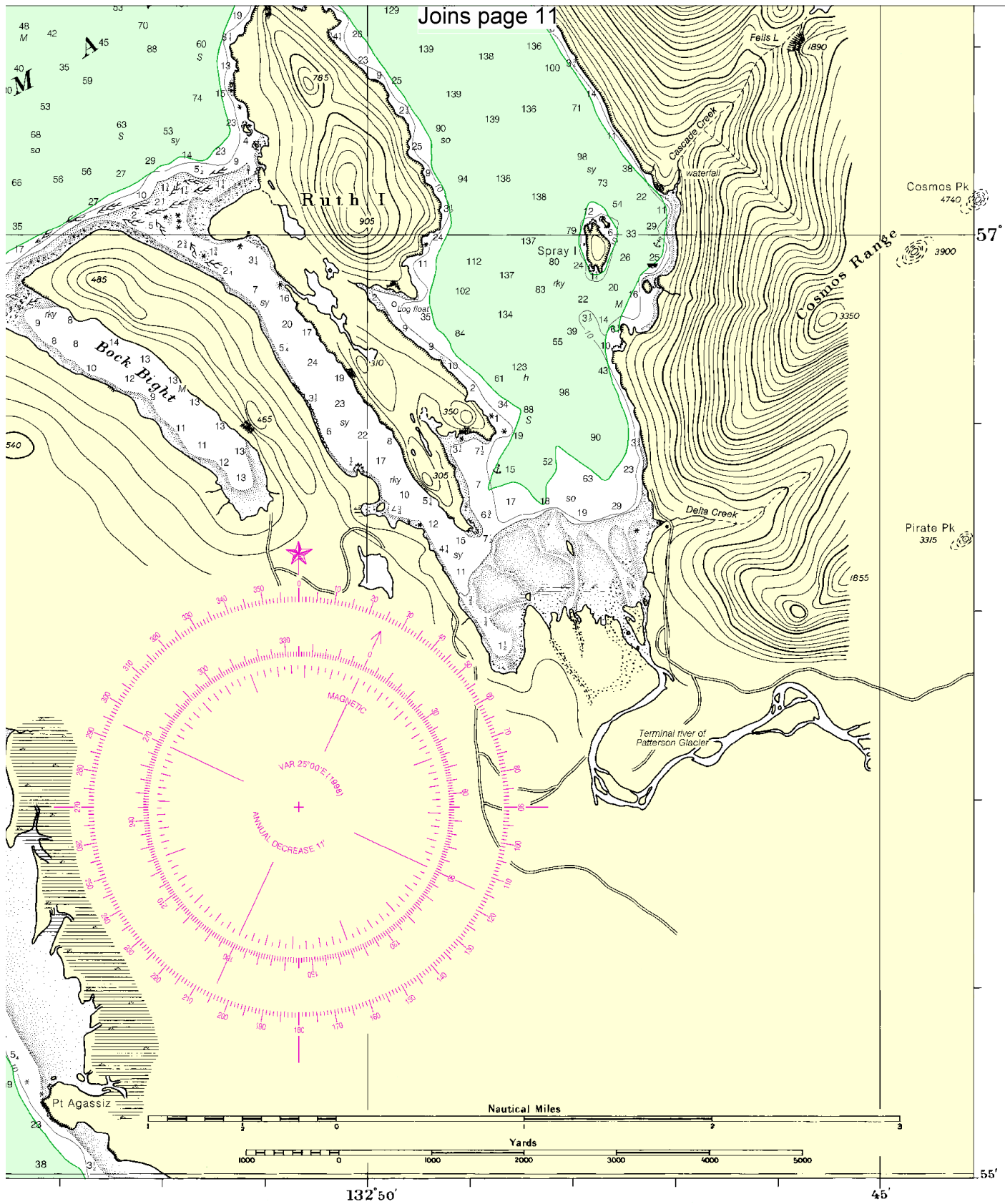
MS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

13



(Thomas, Farragut and Portage Bays)

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17367

ED. NO. 11

NSN 7642014011443
NIMA STOCK NO. 17XHA17367

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.